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SOCIAL DEMOCRATIC HERALD

A JOURNAL OF THE COMING CIVILIZATION

TEN WEEKS, TEN CENTS.
NO PAPER SENT ON CREDIT.**A SPECULATIVE TRUST.**

THE SHIP COMBINE ALREADY IN DISTRESS AND

ONLY A WAR CAN SAVE IT.

The "International Mercantile Marine Company," otherwise known as the Ship Trust, is having all kinds of troubles. One component part of it, the American Ship-building Company, is now in the hands of the receiver. Some "trust-breakers" will try to derive consolation from this failure of the ship-trust, but their hopes that all trusts will fail, must prove futile.

First, the International Mercantile Marine Company was never a solid corporation like some of the other trusts—it was rather in the nature of a "combine" or rather "syndicate" which is managed by a "board."

Last week there was the first break in the contract. And the break is due to the change of an agreement with the Cunard Line. The compact between the combination and the Cunard and other lines provided that the British lines should fall away in the British and Scandinavian business. The Cunard Company has secured a large share of the Scandinavian business and was satisfied with its bargain until the Scandinavian-American Line entered the field and got a share. Becoming dissatisfied with what was left, the Cunard Company now decided to withdraw from the North Atlantic Conference, by which part of the great international ship-trust is known.

With this trouble arises from competition in the steerage passenger traffic; there is also a trouble brewing in the cabin-passenger and the freight trade, due to an overproduction of ships. In short it looks like the beginning of the end for the International Mercantile Marine Company, which did not grow up as a natural consequence and necessity, but is simply a trust made by speculation.

As is well-known, the great American trust-maker, J. Pierpont Morgan, not long ago founded the "International Mercantile Marine Company." This was built with the greatest joy by those American newspapers which otherwise are "anti-trust." The great Morgan had accomplished his master-piece, he had supplied the United States with a mighty commercial and passenger fleet, with it had long craved, and for which, according to the Frye Ship Subsidy Bill, it was willing to sacrifice a good sum of money. Now they had the meat-and-gratia. Morgan was a great patriot.

After a time however the matter took a different turn. Nothing in the trust was "American" except the charter from New Jersey and those ships which were American before. These were not many. Moreover two of these in the meantime came into port miserably disabled, and people began to seriously consider whether they should trust their dear lives to the ships of the trust. But at last the English government made certain stipulations which caused to it the use of the English ships of the trust in case of war; and the trust was constrained to grant these conditions, since otherwise the English government would have subsidized independent ship companies in order to supply themselves with better and faster ships than those of the trust. The English ships did not join the trust at all, but only worked in "harmony" with it at times.

All this was not especially cheering from the American standpoint. Yet this might have been born. But the aim of the trust had by no means been fulfilled. This aim was the raising of the freight and passenger rates. The latter has been raised somewhat, but this would have taken place even without the trust. The trans-Atlantic steamship lines had long formed a combination and fixed passenger rates. That they would not take advantage of the "prosperity" of the United States, which carries a throng of tourists out and a throng of immigrants in, was not to be expected.

The English business turned out still worse. Ship-building has flourished in the last few years as never before. The impulse of it was given by war, by the Boer, the Spanish and the Chinese wars. The English sent an immense number of troops and an immense mass of supplies to South Africa, and for the carrying a great many English ships. The "allies" in like manner had a great deal to transport, and the United States also not a little and to a great extent. The use of merchant ships for purposes of war left a great gap, which the ship-builders hastened to fill, and since they built as rapidly as possible, there was soon an "over-production" of ships. In the year 1901 ships were built with a total tonnage of 2,763,285 tons, in 1902 with 2,036,133. Within two years, the fleets of the world, reckoned by tons, have increased by nearly one-fourth.

However, this extraordinary demand for ships has ceased, for a moment. There is no war, and the competition among the ship-owners has become sharp. There is yet present no exclusive right of way on the ocean, so that Morgan can monopolize it, but he can control all the ship-yards of the world. However, he has bought his trust-ships at war prices, and therefore it looks as if the trust must naturally get into trouble. It finds itself just in the fatal position of being obliged to continually build more ships, in order not to lose the passenger traffic, since the English companies which have remained independent also do this, and the wealthy tourists insist on crossing in the swiftest and most luxuriously appointed ships, cost what it will. Hence the trust has built twelve ships of 10,000 to 12,000 tons. This will further increase the over-production.

No doubt the trust magnates fervently pray to God, for they are all good Christians, for one or several beneficial wars of the sort where many soldiers and supplies must be transported for quite long distances, and the hell-bent ones get pretty good pay. Of the \$8 million dollars which England spent for the Boer war, the ship-owners surely received a considerable part, and the indirect profits, through the general rise in freight rates, was still greater. It seems that capitalism on water needs such a war, if it does not wish to experience a crisis.

There being no such war in sight, the American Shipbuilding Company at last was bound to fail.

I am not prepared to predict the outcome of the trouble for the ship-trust.

There can be no doubt that the transportation industry will sooner or later be "soiled." But such a trust, if it is to last, must be the natural outcome of competition—the result of the evolution of the industry.

Victor L. Berger.

The dispatches tell us that "an appalling lot of boddling" has just been uncovered in the Missouri legislature. Following on the heels of the prosecutions in St. Louis, this is interesting. The St. Louis trust company paid out \$150,000, the Royal Baking Powder company, the Book trust, the Sugar trust, the Tobacco trust, and other corporations made up of the flower of our "successful" American citizenship are all down for various large amounts. Our successful capitalists are such h-o-n-o-r-a-b-l-e men. Only common working drudges do wrong, you know!

If a ship full of people sails out into the ocean, with provisions enough for all when carefully apportioned out, and if we should be able to drop down upon it after it had been sailing awhile and should find a few were using up daily more than they really needed, it would be a moral certainty that if the others were not enough? Apply the same reasoning to society today, and what do you find that the few in luxury and all that life is livable. From without looking farther certain that others are plenty. And then would prove this to be many

Society is an organism, same as the human body is. It can be put out of business, same as a human being can, by having one part of it become rotten. Extremes of rich and poor in society is as dangerous as extremes of health and ill-health in the human animal.

When they read you the Declaration of Independence this Fourth of July just pay particular attention to what it says about the "consent of the governed," and the duty of the people to abolish governments that become oppressive. Not this government alone, but all ruling class governments on the earth are oppressive, even where the people have the ballot. Political liberty is a hollow mockery, unless it is fortified with economic liberty. It isn't any pleasure to starve to death in a republic than in a monarchy. So long as the workers who make the wealth do not own it, they are not free.

The significance of the great German victory grows as the fresher news comes in. The effect of the great Social Democratic victory there will have a widespread influence on the revolutionary movement throughout Europe, and even America gets new inspiration from it—and it is America, you know, that is going to be the first continent to have Socialism, the German leaders themselves being of this opinion. This is because capitalism is farthest developed here and will be the sooner ready for the socializing process, according to the laws of evolution.

The way some of the preachers sympathize with the "poor laboring man" in his efforts to get out of the pit of poverty and the depths of degradation, is very nicely shown by a recent occurrence in Chicago, where a number of priests and ministers undertook to act as a board of arbitration in a dispute between the stockyard engineers and their employers over hours and wages. The clerical bunch very soberly decided that the men were worth 30 cents an hour to their masters—and then still more soberly charged up their own time at the rate of \$21 an hour!! If this doesn't show what they think of labor, what does? The men asked for 37 cents an hour, but these men of the meek and lowly Jesus thought they were doing a humane and religious duty when they made them look like thirty cents! "Servants, obey your masters," is the sum and substance of their gospel for the working man, and yet they indignantly deny that they are owned body and soul by capitalism.

While the workers of every land are rejoicing and taking heart at the magnificent victory of the German Social Democrats and while even capitalism is becoming uneasy over the portent of that victory, it remains for the editor of the Bakers' Journal to tell his readers that it is a mere "paper victory," and to indulge in a lot of contemptable sarcasm over the three millions of votes and the gain of 81 seats in the German parliament. He would have his readers believe that Social Democracy has done nothing for the German workingman, whereas quite the contrary is the case, else the German voters would not flock in such increasing numbers to the standard of the Socialists. The plain naked truth is that the industrial workers in Germany work under better conditions than the workers in this country of Yankee brag. They are not so hurried through the work-day, the sanitary conditions are better and the Socialists have in every way forced capitalism to give them better conditions. This we have from workingmen who have come to this country from Germany. The current issue of the American Federationist tells of the new child labor law enacted by the late reichstag—which removes some of the worst features of child labor." Does any sane man believe that such laws would be passed if there were no Social Democratic movement to force the issue. And does anyone doubt that there would be a genuine eight hour law passed by Congress if the working people sent a lot of Socialist congressmen to Washington, instead of merely maintaining an expensive labor lobby there?

The quickest way in which the deplorable conditions that exist in the baker's trade in this country will be wiped out or toned down will be when we Socialists begin to get into power in the municipalities. But beside this, every sincere member of the baker unions, except he has some secret capitalistic interest, will welcome the growth of Social Democracy in this country as one of the most powerful allies of trade unionism that could possibly come upon the stage of events.

If you believe honestly that it is a good thing for the people to have a few families enormously rich and a vast number of others in sore straits just keep on giving your sanction to the capitalist parties. It is your privilege. It is also our right to put before you a true view of the situation, so that you cannot plead the excuse of not knowing what you were about.

There is one trust that Hearst does not fight: the Hearst newspaper trust.

This is a plutocratic republic, not a democratic one. Just rub this into your head, if you please!

In this country, which brags of its superiority over anything else on the face of the globe, it is money that makes respectability. How much respectability do you possess?

Postmaster Gen. Payne will take a short rest and WILL SPEND THE TIME WITH RAILWAY PRESIDENT ROSWELL MILLER AT HIS LODGE IN THE KATSKILLS. Don't you see who is in control of the government, Mr. Warmer?

A man who lives in a cloud scrapes flat spoke to us the other day about "his home!" The average middle class city man doesn't know what it is to have a home, in the full meaning of that term. A cage up in the air is not a home, by any means.

National Secretary Mailly of the Socialist party is compiling a list of all the men elected to office in this country on the Socialist ticket, to show the people the way the wind is blowing. It will make a formidable list.

Comrade Julius Vahlteich, former secretary to Ferdinand Lasalle, and one of the eight men who organized the Social Democratic party in Germany, has just left this country for Leipzig, where he will take part in the Socialist jubilee. Latterly Comrade Vahlteich has been a resident of New York City, but for many years he was a Chicagoan, having moved there shortly after his banishment from his native land.

Some years ago the pluto press sounded the people cautiously to see how they would take the idea of turning the postal system over to a private contracting company. If there hasn't been a deliberate effort on the part of the capitalistic political interests to make the system seem like a failure, under government ownership, it at least looks very much like it.

And all this time they were telling us it was because the government carried newspaper mail at a loss that they could not afford to reduce the letter rate from 2 to 1 cent. And the real reason was because the country's slick political rascals were stealing it almost bankrupt! But then, we must have the capitalists to show us how to run things, the working class are so stupid, don'tcher know!

And yet in spite of all the rascality that was going on under the surface our postal system has been a wonderful thing. Considering the nature and the urgency of much of the mail entrusted to it, people have done mighty little kicking. They have grumbled at the extortions and delays of the telephone, express and other privately owned utilities, but nary a kick about the socialistically owned post office system. If socialist things do so well under rascally capitalistic management, we need not borrow trouble worrying for fear Socialism will not work when capitalistic control is a thing of the past.

Now Detroit has just joined the big procession of cities that are trying to escape from the rascality of the capitalist politicians. The town is said to have the same kind of rotteness as was uncovered in St. Louis, Minneapolis, Philadelphia, New York, etc., etc., etc., etc. Who's gonna be blamed? The workingman—no one else. He has the great preponderance of ballots, and as he votes, so goes the election. Let the workers decide that this country shall be governed in the interests of the people who toil—who are the only ones that deserve consideration—and the capitalists, through their creatures, the politicians, will lose their grip on the country.

Below are given the remarkable figures of the first balloting in Berlin, Germany. The Socialists carried every district but one, getting big majorities over all other parties combined. The figures are taken from Vorwärts of Berlin:

Districts. Social Dem. All others

I. Dr. Leo Arona..... 5,315 7,524

II. Richard Fischer..... 34,920 29,725

III. Wolfgang Heine..... 15,125 10,000

IV. Paul Singer..... 67,865 20,711

V. Richard Schmidt..... 14,581 10,276

VI. George Ledebur..... 78,662 32,491

216,448 = 109,738

Samuel Gompers has entered the lists against Clarence Darrow who recently gave the press a criticism of organized labor. Gompers, it must be confessed, shows that Darrow was talking about something he knew little about.

The patriots of 1776 did their duty, we should do ours. They put their minds on the bad conditions that existed in their day and went radically at the root of the trouble, abolishing kingship and laying the foundation for further extensions of liberty for the masses. We are cowards indeed if we do not put our minds on present problems and make those further extensions in accordance with the economic light that has come to us since 1776. What the capitalists want is that we should worship the patriots of 1776 and neglect to be patriots ourselves.

The Germany leaders urged the people to vote red, and they voted red! Think of Saxony with all but one of its representatives in the reichstag Social Democrats! No wonder Bebel says Saxony is a red kingdom. And think of the five-fold increase at Essen, as an answer to the emperor's attempt to tell the Krupp workers how to vote!

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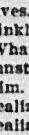
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LABOR GEMS.

Employers of skilled labor in all its branches are inclined to take the view that the problem of what to do with the aged employees lies up to the unions. They say that some remedy should be suggested and acted upon at once. That there are many men who are still able to do first class work, but who on account of age or for other reasons are not able to perform the amount of labor that is expected from the ordinary workman and who are in consequence driven to seek odd jobs and other branches of employment that are not so remunerative, is a recognized fact among those who employ large bodies of workmen—Chicago News.

Laws are not made for the great corporations. What a gain for the entire world if all dehumanized men should get out! We have means enough; we can do without capitalists who come among us and live on the blood of human beings. The cause of labor if rightly understood is the cause of humanity. What labor desires first of all is not charity, but justice.

We Americans are using up too rapidly the resources of nature, and we are using up too rapidly human lives. One of the greatest fallacies of the age is that money is equivalent to human lives. The spirit of commercialism is sinking deeper and deeper into us. Whatever a man sets his heart on must increase or it ceases to satisfy him. What we need in America is a realization of spiritual ideas and the realization that the best things in life are not procured by money.—Blahop Spalding.

SOCIALIST PARTY
EMBLEM OF THE WORLD.

CLASS STRUGGLES IN AMERICA

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the Socialist philosophy to the history of the
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THE PROSPERITY-MAKERS; OR, THE TRAGEDY OF A MUSHROOM TOWN.



BY A WELL-KNOWN WRITER.

CHAPTER XVI.—In which Philip is rescued and returns ready for the final trick.

Sharpless was shrewd enough to see that he had hopelessly ruined his case with the irate Scot, and he was wise enough to know that he would probably make matters worse by attempting to explain. He got away as soon as he could, followed to the threshold by the angry farmer, who continued to break the vials of his wrath over the lawyer's head as long as the latter was within hearing. After Sharpless had driven away, Duncan found that an explosion of anger does not always clear the mental atmosphere; and at a time when he felt the pressing need of cool head and deliberate judgment, he could do nothing but walk the floor and call down anathemas upon the head of the offender. Believing no word of Sharpless' story, he yet had vague fear that something was amiss with Thorndyke and he was glad enough when, late in the afternoon, Protheroe rode up to the farmhouse. Duncan's first question was of Philip.

"I supposed he was here; he hasn't been in town for two days. I came by the hotel and brought these letters, thinking that he might want them."

A great fear seized upon Duncan.

"Robbie, man, are ye sure he didn't go to New York this morn?"

"I don't think he did. They said at the hotel that he hadn't been in since day before yesterday, and they'd know if he started on a journey this morning. Let me see those letters; no, he hasn't been there; most of these are postmarked yesterday."

Duncan's fear was dispelled, but a new one came quickly to take its place, and he began another battle with his invincible caution. Meanwhile Protheroe improved the silent interval by trying to learn from Elsie's face what she thought or cared about Thorndyke's disappearance. Much, every way, he concluded, when Duncan spoke again.

"Robbie, lad, the time's come when I'm in fair need o' good counsel. Ye winna let yer place mak ye boggle over a bit o' advice?"

"With the town company, you mean? I discharged myself this morning; but if I hadn't it would make no difference where I could be of service to you."

"The gude Lord be thankit!" exclaimed Duncan, fervently; and then he proceeded to relate in their proper order the incidents in the history of Kilgrow's wrong and Thorndyke's quest, ending with an account of the attorney's visit to the farmhouse. Protheroe listened attentively, and he was ready with his answer when Duncan finished.

"Sharpless lied," he said. "Thorndyke wouldn't turn the case over to the company, nor would he abandon it just as he had got the whip hand of his opponents. They've spirited him out of the way so you can scare Kilgrow into a cheap settlement; and Sharpless means to you because he didn't know where to find the old mountaineer."

Protheroe spoke to Duncan, but he kept his eyes fixed upon the face of the young girl, who sat eagerly listening. He was trying another experiment in physiognomy, and the result was not altogether comforting.

"Ye dinna think they'd harm the lad, do ye?"

"I imagine it would depend upon circumstances. The object would be to get rid of him until they could treat with Kilgrow. You know Thorndyke better than I do; would he be likely to go peaceably?"

Duncan shook his head gravely. "Na, I'm thinkin' he would do that; he'd be mair than likely to gie 'em a deal o' trouble."

The experiment was a cruel one, but Protheroe continued. It unprofitably. "In that ease you can judge for yourself why he was done day before yesterday. Sharpless is thoroughly unscrupulous; and Thorndyke could send him to the penitentiary. It's kidnapping at the least, and it may be something much worse."

The engineer found the result of his experiment and his own punishment in the expression of horror that crept over Elsie's face when his inference became plain. It hurt him more than he cared to admit.

All through the long summer, while Philip and Elsie were apparently journeying hand in hand along the road in which he had unluckily set their feet, Protheroe had hugged his ideal, playing the heroic part of the high-minded lover who generously effaces himself in order that the object of his affections may be free to walk in a path of her own choosing. It was an unhappy task, this that he had set himself, and he was humiliated by the conviction, repeated and emphasized every time he saw Elsie, that it gained nothing in gladness with the lapse of time. In such case, absence seemed to be the proper emollient; but when Duncan asked his help, he said nothing about going away, and entered heartily into the farmer's plans for warning Kilgrow and for beginning an immediate search for the missing man. It was agreed that the young engineer should try to trace Thorndyke from Glencoe or Allcoochie while Duncan made a journey to the Pocket; and when the farmer had departed on his errand, Protheroe turned back to the house for a final word with Elsie.

She was alone in the sitting-room when he entered, standing at the window which looked out upon the road. He saw that she had been crying, and he went to her quickly and took her hand in both of his. "Can I say anything to comfort you before I go?" he asked.

She shook her head. "What is it, Elsie? does it mean more?"

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She was alone in the sitting-room when he entered, standing at the window which looked out upon the road. He saw that she had been crying, and he went to her quickly and took her hand in both of his.

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Milwaukee Picnic Ticket Receipts.

Comrades are requested to make re-
mittances for Picnic tickets early so as to avoid rush and confusion toward the latter end.
Previously reported... \$242.90
Emil Schmid, city..... 1.00
Ben Sherer, city..... 1.00
John J. Rausenbuckel, Waukesha..... 1.00
John Keller, city..... 1.00
P. S. ... 1.00
P. Kozmin, city..... 1.00
Fred. Ells, Superior..... 1.00
J. Doerfler, St. city..... 1.00
B. F. Denhardt, city..... 1.00
Ed. Lechner, city..... 1.00
W. Rode, city..... 1.00
Wm. Dittman, city..... 1.00
Herman Bahr, city..... 1.00
Mike McGinty, city..... 1.00
E. Clapp, West Superior..... 2.00
J. C. Kramer, city..... 1.00
W. P. Corrigan, city..... 1.00
Tony Hesse, city..... 1.00
Horse Shoeers' Union No. 11, city..... 2.50
Peter W. Berns, city..... 1.00
Wm. Mueller, city..... 1.00
G. M. Stahl, city..... 1.00
Wm. Jones, city..... .30
Total..... \$266.90

FOR THE WORKINGMEN.

Medical Baths for those of small means. The newly established Bath institution, the only one of its kind in the city, will give full satisfaction to those suffering with Colds, Catarrh, Rheumatism, Impure Blood or Imperfect Circulation of the Blood.

A steam bath with electric massage costs only 50 cents.

Electric Light Baths, Cold and Warm Baths, with Shower and Stream, likewise Heri-Baths may also be had.

Electric Face- and Head-Massage can be furnished.

On Ladies' Days, Tuesdays and Fridays, a trained nurse is in attendance.

Prof. A. Mueller,

82 Juneau Ave.

Manager Edson of the Denver and Rio Grande Railroad has granted an increase in wages of 5 per cent to ordinary engines, and of 7½ per cent to those on compound engines. The men had demanded 15 and 20

FOURTH OF JULY EXCURSION TO SHEBOYGAN.

Steamer Naomi leaves Dock foot of West Water St. 9:00 A. M. Ticket good returning on Nyack Sunday, July 5th. Round trip 50 cts.; children 25 cts.

WATCHES! WATCHES!

OUR SPECIALTY.

THE LARGEST ASSORTMENT.

THE FINEST QUALITY.

THE LOWEST PRICES.

August H. Stecher
..... JEWELER.....
Corner Third & State St.

WARM?

Well yes, but see here!
you can easily keep cool
by wearing a suit of our
Underwear

The Basket Weave.

a fine and airy garment
that we sell for \$1.00 a
suit. Also fine Negligee
shirts to wear over these.

J. BRUETT & SON,

FOND DU LAC AVENUE,
COR. 18th & LLOYD ST.



Ladies Patent Colt, french heel, mat kid top, flexible sole, lace up shoe, value \$3.00 to close at \$1.95. Same in Oxfords value \$2.50 at \$1.35

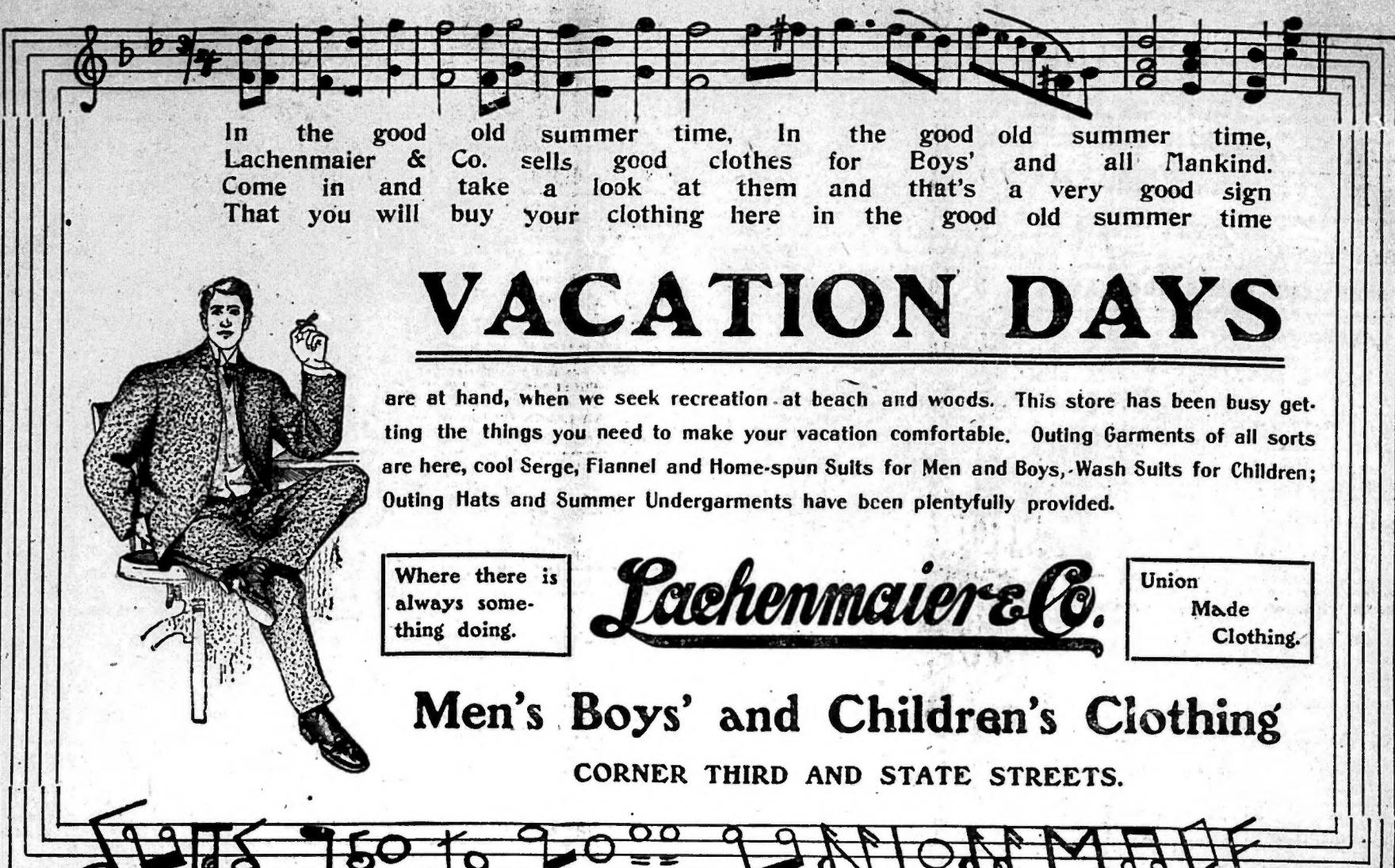
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SHOES
354 GROVE ST. MILWAUKEE, WIS.H. G. UNDERWOOD,
PATENTS

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JOS. DUDENHOEFER

Wine Grower and Distiller,
357 ELEVENTH AVENUE,
Telephone SO. 140.

Direct Importation from my own Vineyards
Alcohol on the Klein.



In the good old summer time, In the good old summer time,
Lachenmaier & Co. sells good clothes for Boys' and all Mankind.
Come in and take a look at them and that's a very good sign
That you will buy your clothing here in the good old summer time

VACATION DAYS

are at hand, when we seek recreation at beach and woods. This store has been busy getting the things you need to make your vacation comfortable. Outing Garments of all sorts are here, cool Serge, Flannel and Home-spun Suits for Men and Boys, Wash Suits for Children; Outing Hats and Summer Undergarments have been plentifully provided.

Where there is always something doing.

Lachenmaier & Co.

Union
Made
Clothing.

Men's Boys' and Children's Clothing

CORNER THIRD AND STATE STREETS.

25% off to 20% off



Town Topics by the Town Crier.

The following, which is self-explanatory, has been sent to the Chicago Federation of Labor by the Milwaukee Federated Trades council:

Milwaukee, June 27, 1903. To Organized Labor of Chicago, Greeting.—The strike of the Tanners of this city is not entirely over, the men having been unable to come to terms with the big Pfister & Vogel plant.

The Milwaukee Federated Trades Council feels called on to address you in this matter because of the peculiar action of one of the members of the Chicago Federation of Labor, James Payne, who, while attending the convention of the Boxmakers and Sawyers in Milwaukee recently, went out of his way to attack the strikers in the daily press of the city. He made the malcontents charge that the strike was a failure because "it had too much Socialism in it," and the daily press printed his words under glaring headlines. Added force was given his words by the fact of his reelection as president of his organization, which, by the way, is not affiliated with the American Federation of Labor. Great indignation was felt in union circles here because of this unexpected effort at strike breaking.

That the strike was not a failure may be seen from the fact that although it was one of the largest strikes ever called in this city (nearly 3,000 men being engaged in it) a victory has been gained after three weeks of fighting, with the exception of the Pfister & Vogel plant, as above noted.

Nor is it true that there was Socialism in it, for there are less Socialists among the tanners than in most of the other unions in the city. The strike was fought on trade union lines. The most that could be charged against the Socialists was that they helped to create public sentiment in favor of the men, by getting it before the public squarely that the tannery workers were not paid wages high enough to enable them to live up to the American standard of living. So the charge was not only not true, but this council thinks it a proper time to point to the fact that Mr. Payne, WHO IS ON THE CITY PAY-ROLL OF CHICAGO, would not hesitate to misrepresent the strike of the tanners among the unions of Chicago and thus tend to discourage the extending of aid. We therefore take this method of putting you on your guard. The Tanners' strike is a worthy one and is being well fought, and any call for assistance the union may make is deserving of consideration.

Yours in Unionism,
The Milwaukee Federated Trades Council,
J. Reichert, Cor. Secretary.
P. S. — Chicago labor papers please copy.

GOODRICH TRANSPORTATION CO.
Trip to Chicago \$1.00. Round Trip on S. S. Virginia every Sunday 9 A. M. Returning leave Chicago 9 P. M. same day.

List of Fair Contractors.

Painters and Decorators:
Associated Artists, 472 Jefferson St.
Borchert, Fred., 314 Lake St. Borch & Bush, 334 18th ave. Buckelmuller, Chas. 1412 State St. Bob & Gilberg, 910 16th st. Buddenhagen, N. 423 Jackson St. Erikson N. & Son, 167 Juneau Ave. Filler, R., 638 Muskego Avenue. Fischer, E., 302 24th ave. Fischer, E., 302 24th ave. Fischer, E., 302 24th ave.

RARE OPPORTUNITY.

\$150.00 will buy a good five-room house, No. 1130 22nd St., lot very best condition—water, sewer—lot 30x120 to alley. All improvements in street. Easy payment.

G. J. BRODSESSER,
Real Estate, Loans and Fire Insurance.

'Phone Main 1452.

225 Federal St., MILWAUKEE, WIS.

485 Oakland ave. Gaulke, Wm. C., 588 11th st. Gilbert, R. & Son, 314 Syemore st. Gimbel Bros., Decoration Department. Holland, Chas. T., 734 11th st. John Anton, 152 Pleasant st. Jorgenson, C. J., 521 Jackson st. Josten & Co., 209-211 2nd st. Joers, Chas. F., 1130 22nd st. Karpoff, Chas., 1055 Kinnickinnic ave. Klingenberg, H. F. & Co., 441 Milwaukee st. Knoedl, Fred. & Co., 607 East Water st. Koester, Wm., 603 24th st. Kreuz, Frank, Mitchell st. and 1st ave. Landwehr, Henry, 1191 7th st. Longfield, 290 6th st. Maxwell & Stillman, Colby & Abbott Bldg. Milwaukee Wall Paper and Paint Co., 1364 3rd st. Monday, Jos., 337 13th st. Napleton, Thomas, 307 Rogers st. Panduro, R., 600 10th st. Paque, Chas., 6th and Chestnut sts. Petzholt, Chas., 627 11th st. Rankin, Geo., 1320 Lloyd st. Rehbein, J., Ernst, 450 27th st. Schaefer, J., 1190 2nd st. Schmidt, Fred., 189 2nd st. Schwahn, Chas. A., 381 21st st. Sharp & Churchill, 1416 Vilet st. Stenberg, Paul, 884 14th st. Trettenbach, Jac., Blatz Brewing Co. Volk, Anton, 633 30th st. Weissborn & Son, 1057 21st st. Woesske, F., 1186 8th street. Wolfsberger, 465 28th st. Warthington, E., 843 Racine st.

Sign Shops.

Breitwisch & Wunderlich, 282-284 West Water St. Kartze, Wm., 304 Chestnut st. Kraemer, C. F., 416 East Water st. Saxe, Jar., 422 East Water st. Schmidt, Richard, 471 7th street. Seidemann, F. Sign Co., 415 East Water St. The Gunning System, 487 3rd st. Toepler Sign Co., 281 Lake st.

Double Header

First Game called 2 P. M. Saturday.

Weekdays 3:30 P. M.

One Game Sunday. 7:30

KAUFER-SMITHING, AUCTIONEERS,
376-378 Broadway.

Sell at Auction every Saturday

Furniture, Carpets,

Pianos, Rugs, Sewing

Machines and Ranges.

CROSBY TRANSPORTATION COMPANY EXCURSIONS.

Boston and return \$21, account National Educational association meeting. Tickets on sale June 30, July 1-2-3-4-5, good returning until Sept. 1.

For above excursions tickets will be sold via a number of different routes, with stop over privileges. For further information and descriptive booklet call or address City Ticket Office, 400 East Water st. The Gunning System, 487 3rd st. Toepler Sign Co., 281 Lake st.

CHEAP EXCURSIONS.

Beginning Saturday, June 20th, Pere Marquette Line Steamers will give weekly excursions to Ludington and Manistee at \$1.50 for the round trip, Dock 68 West Water Street. Telephone Main 717.

Practical Hatter.

Hats Cleaned, Dyed, Re-Shaped and Trimmed.

NEW HATS TO ORDER.

403 Walker Street, West of Grove.

S. DUGAN.

WEISS BEER.

ROUND TRIP \$1.50.

For Chicago, 9 a. m., 4:30 p. m. and 8 p. m. Sunday 5 p. m.

Grand Haven and Return. • • \$1.50

Muskegon and Return. • • \$1.50

Grand Rapids and Return. • • \$2.00

Boat Leaves Dock Port of West Water St.

AT 2 P. M. 7:30

CROSBY TRANSPORTATION CO. SATURDAY NIGHT EXCURSIONS.

DAILY AT 9:30 P. M. for

GRAND HAVEN, DETROIT,

MUSKEGON, TOLEDO,

GRAND RAPIDS, PORT HURON,

SAGINAW, BAY CITY,

AND ALL EASTERN POINTS.

Phone Main 694—City Office 400 East Water St.

Docks Foot West Water Street.

91 WEST WATER STREET.

Tonawanda, Ludington, Two-

ton City, Saginaw, Detroit, Tol. do. Toronto, Montreal and all points East, 7:30 p. m., daily.

TEL. MAIN 717.

CROSBY TRANSPORTATION CO. SATURDAY NIGHT EXCURSIONS.

TO Grand Haven and Return. • • \$1.50

Manistee and Return. • • \$1.50

Daily except Monday.

For Sheboygan and Algoma, 9 a. m., Starvation Bay, 8 a. m. Thursday.

Marinette, Menominee, Escanaba and points above Green Bay, 8 a. m. Thursday.

Office and Books, Foot of Lamers Street.

215 Federal St., MILWAUKEE, WIS.

RARE OPPORTUNITY.

\$150.00 will buy a good five-room

house, No. 1130 22nd St., lot very best

condition—water, sewer—lot 30x120 to

alley. All improvements in street. Easy pay-

ment.

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